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The Steamship
Laysan,
 Capt. R. SCHURER, will be
dispatched for the above Ports TO-HIOGO, the 25th Inst.
at Noon.


This Steamer has superior Accommodation
for First and Second Class Passengers
and carries a Doctor and a Stewardess.

For Freight or Passage, apply to—
SHEMSEN & Co.,
Agents.
Hongkong, October 24, 1892.

AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE
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STEAM FOR SINGAPORE, PENANG,
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FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Myrindas,
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despatched as above on
WEDNESDAY, the 26th Inst., at 4 p.m.
For Freight or Passage, apply to
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**ANTWERP, AMSTERDAM, ROTTER-
DAM, LONDON, LIVERPOOL
and BREMEN.**)
The Steamship
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Captain *P. Voos*, will
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above Ports on **THURSDAY, the 27th Inst.,**
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This Steamer has superior Accommodation
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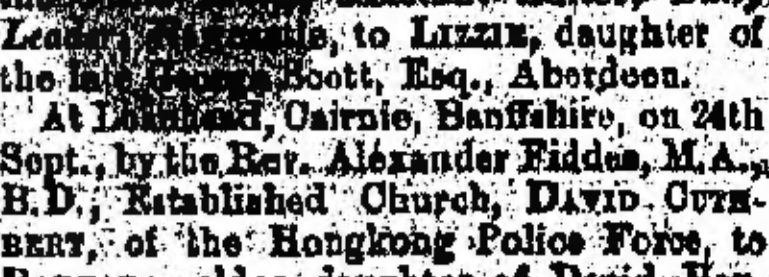
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SEPTEMBER 30, 1952

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MARRIAGES.
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LAUREN, glaser, architect of Savoy Hotel,
London.

DEATH.

On the 15th Sept., at Oaks House, East-
bourne, FRANCIS ELIZA SORLEY, the beloved
wife of Marcus Flowers (late H.B.M. Con-
sul in Japan), aged 48.

The publication of this issue commenced
at 7.55 p.m.

The China Mail.

HONGKONG, MONDAY, OCTOBER 24, 1892.

In the evidence given before the Naval

public have a complete and intelligible history of the *Bakara* disaster. Indeed, the sad story was previously given with little short of "almost absolute" statements of detail in the published statements of some of the survivors, and the findings of the Court may be said to have been a forgone conclusion. The Court could attach blame to nobody who was in any way responsible for the navigation and control of the steamer. They considered that Captain Sams had been zealous and unremittent in his attention to his duties, and that the loss of the *Bakara* was not due to the wrongful act or default of any certificated officer. In the wisdom which comes to much more easily after the event than before it, the Court, however, expressed the opinion that certain things had been done instead of certain other things "this lamentable catastrophe would probably not have occurred." This, as we said, is the wisdom that comes after the event, and it is no way implies that Capt. Sams and his officers did not do their very best and skillfullest, according to their

lives on board. So much we may always expect British sailors to do, without any thought of there being anything heroic in it, and as

in its finding expressly states that its calculations were based on a knowledge of facts not in the possession of the captain and officers at the time the

combat with entirely exceptional circumstances, and with forces the effect of which they could not accurately estimate. In the emergency of rather the serious

with all the coolness, intelligence and decision, with all the self-abnegation and devotion to duty that could be expected from men. All this, also, only what we should look for from the commander and officers of any British

case as this they could hardly do any
thing more heroic than what was in

That they did their duty bravely and thoroughly there can be no question and the ungrudging acknowledgments of that fact is no small praise to them. That the final scene was not made more tragic by a panic amongst the passengers was no doubt due to the great confidence which they felt in the command of their officers.

It is quite clear from the evidence given before the Naval Court that if the humanity was shown which would not have been awarded on even midship, that any efforts that could have been made to render assistance from Hongkong. When it became evident beyond a doubt that the long delay, in the arrival of the *Bokhara*, or of any news of her meant that something serious must have happened to the steamer, people naturally looked to the Naval Authorities to do something in the way of rendering assistance. Almost every hope of help from that quarter had been given up before any action was taken. It turned out that the loss of the *Bokhara* had occurred under such circumstances would, unfortunately, have made the promptest action of no avail to save her. But this fact by no means removes the blame which was very properly attached to the Senior Naval Officer at Hongkong for what may have been merely an over-scrupulous regard for the rules of red tape, although it looked like a human indifference as to the safety of the *Bokhara* and the large number

about going to the assistance of the unfortunate steamer, at a time when it was presumed that she must be in some need of help, she was still doing nothing. At the time this incident occurred, the well known and experienced naval officer, now stationed in the *North Channel*, Mr. **Admiral Fremantle**, who evidently takes a much more sensible and just view of the matter, than his predecessor, Admiral **Richards**, took, has written recently that he desired it to be understood that it is his desire that Her Majesty's ships on this station should afford every help to ships reported to be in distress, and that officers should act even in cases where reports are not entirely trustworthy, especially when British ships are in question. Can the hesitation in this instance have been due to the fact that the *Ballhugh* was not reported in distress? Surely not. We should be loath to believe that any British Naval Officer would allow the letter of his instructions to govern the spirit of them in such a case. It is true that there was, unhappily,

the Boharra was in distress, but there must be something wrong, beyond all doubt, although nobody had any idea of the terrible extent.

The ill-fated mail steamer was beyond all aid, it is true, long before any body thought of the necessity of sending a vessel to look for her. But

so long delayed? loses none

Address HERBERT OLDFON, 8, Shepherd's place
Kennington Park, London, S.E., Eng.

